

1-8 College Yard  
Kentish Town  
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## 1. INTRODUCTION

Construction Project Management (UK) Ltd. has prepared this Servicing Management Plan (SMP) to fulfil Camden Council's Section 106 planning requirements for the development at 1-8 College Yard, Kentish Town, London.

This Servicing Management Plan has been prepared in accordance with Camden Planning Guidance Transport CPG7 (CPG7) and Local Development Framework Policies (LDF) Documents and with reference to Transport for London's Delivery and Servicing Plans notes, as well as with relation to the Construction Management Plan and related S106 documents prepared for this site.

## 2. OBJECTIVES

The objective of this document is to ensure the management and coordination of all delivery and service vehicles attending the site at 1-8 College Yard in order to: a) minimise disruption to local road users; b) minimise disruption to local residents; c) ensure the safety of all site operatives, site visitors, local road users and local pedestrians.

### 2.1 Site-Specific Requirements

Camden Council's CPG7 and LDF documents outline the requirements for Servicing Management Plans. These documents state that size thresholds govern the content required for each SMP. Instruments such as 'Transport Information' and 'Transport Assessment' documents are required for successively larger developments. Two key criteria determine whether a development requires one of these instruments: the number of dwellings being constructed and the number of deliveries expected (measured either per day or per hour).

Camden's LDF document: Appendix 1 states that a 'Transport Information' instrument is required of a C3: Residential Development if it reaches a threshold of **10 no. dwellings or more**. Point 4.7 of the CPG7 Guidance Notes also stipulate that a 'Transport Assessment' instrument may be necessary if the site is to expect more than **10 deliveries per day or 2 deliveries per hour**.

The development at 1-8 College Yard comprises **6 no. dwellings**, including 4 no. Townhouses and 2 no. Apartments. As per part 5 of the Construction Management Plan submitted alongside this document, we expect to receive far less than the stipulated threshold amount of 10 deliveries a day over the course of each successive construction phase (with a peak of roughly **8 deliveries per week** during the Foundation Works).

In accordance with these guidance notes, we do not see it necessary to develop 'Transport Information' or 'Transport Assessment' instruments for this development. The following document follows the CPG7 Guidance Notes for SMPs.

### **3. SITE ASSESSMENT**

1-8 College yard comprises a former storage building and adjacent yard.

#### **3.1 Proposed Development**

The proposed development is to demolish the existing building and to erect six residential units, including 4 no. Townhouses and 2 no. Apartments.

#### **3.2 Local Highways**

1-8 College Yard is bounded to the south-west by College Lane and the Highgate Road properties beyond, to the north-west by the gardens of the properties on Lady Somerset Road, to the north-east by the gardens of the properties on Evangelist Road, and to the south-east by a small car repair garage and the Irish Centre Housing Premises (see Appendix 1: Site Location Plan).

Routes to the site will be via the A400 Town Road and the B 518 Highgate Road, both of which are bus routes and are navigable by the type of freight and delivery vehicles required by the site (see Appendix 2: Local Highway Layout, which includes a mark-up of local parking restrictions).

College Yard itself is a private road, as confirmed in meetings with Camden Council's representative, Shane Greig, on October 16, 2015.

#### **3.3 Proposed Access/Egress**

Deliveries to the site will be coordinated with suppliers using full loads and small trucks. As such, it is envisaged that most, if not all, deliveries will be made to the site itself, rather than unloaded to a nearby kerb-side on a local highway (see Appendix 6: Proposed Site Access Plan). For those deliveries that must be made to the site from Highgate Road, a temporary suspension of unloading restrictions at the kerb-side located at the south-east corner of College Yard and Highgate Road will be required (see Appendix 3: Temporary T.R.O.S.).

An area on the south-eastern part of the site will be demarcated as a delivery and storage space for materials to be loaded and unloaded. The compound will have a lockable, gated entrance. Vehicles accessing the site will reverse up College Yard from Highgate Road under the supervision of experienced banksmen. Cones will be deployed where necessary to ensure the safety of all site operatives, visitors, and nearby members of the public. The Site Manager will be on hand for deliveries to coordinate.

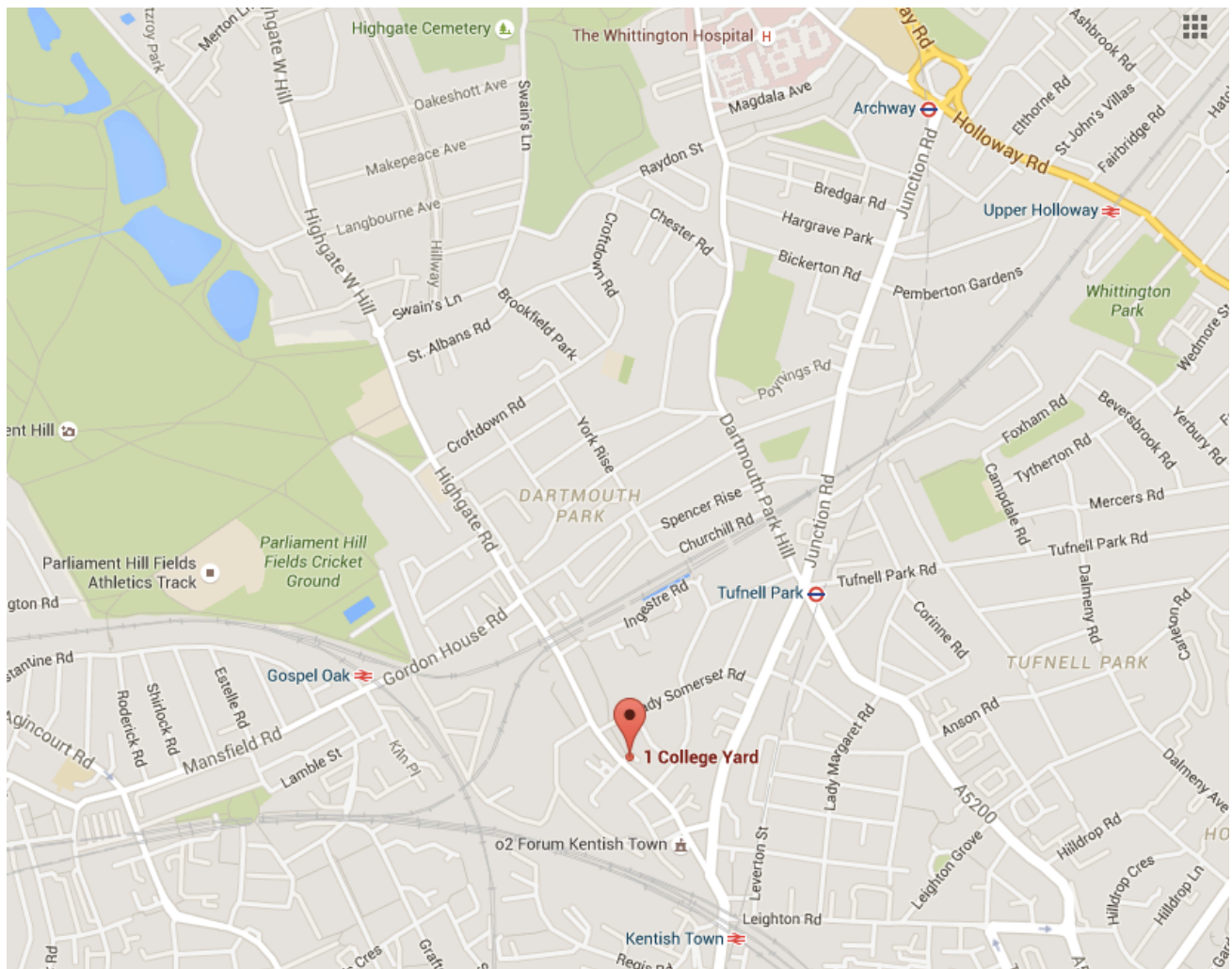
Freed Construction will also construct a gantry to ensure the safety of pedestrians accessing College Yard.

## 4. LOCALITY

### 4.1 Site Location

1-8 College Yard is located approximately 300m south-west of Tufnell Park Underground Station, 350m south-east of Gospel Oak Rail Station, 900m south of The Whittington Hospital, and 300m north of Kentish Town Railway Station in the Kentish Town ward of London Borough of Camden.

See site location below (and also Appendix 4: Open Street Map):



## 5. **SERVICE DELIVERIES MANAGEMENT**

The attached Appendix 5: Lorry Track Plots simulates the circulation of a small articulated vehicle (10.7m long x 2.36m wide x 3.604m high) and a skip lorry (6.265m long x 2.5m wide x 3.65m high) (see Appendix for further details, e.g. clearance, track width, etc). This appendix demonstrates the plots for these trucks to be able to reverse into the site compound to deliver or remove material, under the guidance of banksmen.

As per our accompanying Construction Management Plan, the access and egress of these vehicles will be timed to avoid rush periods and staggered to avoid congestion (see above and CMP for estimated delivery frequencies).

## 6. **MONITORING AND REVIEW**

### 6.1 Monitoring

Over the course of the construction of this development, the movements of heavy vehicles will be monitored by the site manager and senior development staff to ensure that deliveries and servicing are being conducted efficiently and with minimal impact to local residences.

Deliveries will be logged, including time of arrival and leaving time, to ensure that relevant data can be collected and collated for analysis.

### 6.2 Review

The above monitoring provision will allow site operatives to engage Camden Council in the process of monitoring and reviewing freight and deliveries coming to and leaving the site. This data will be made available to local residents when requested and will form the basis for oversight over the safety and amenity impacts on local residents and road users.

### 6.3 Action Plan

This document will form the basis of the following actions:

- I. The SMP will be made available to all site operatives, forming the basis for access to and from the site;
- II. The SMP will govern the information provided to suppliers regarding access to and egress from the site;
- III. Visits by freight vehicles will be logged and time-stamped, with information kept at hand to form a data-set of freight and service visits;
- IV. Camden council will be engaged in the process of monitoring and reviewing freight and service access;
- V. Data will be made available to local stakeholders to ensure that freight and services are being managed responsibly.

## **7. CONCLUSION**

This SMP document forms the basis of the management of freight and service access and egress to the site at 1-8 College Yard, Kentish Town. Its provisions have been developed to ensure the safety of all site operatives, visitors and local residents working on or passing near the vicinity of the site. It has also been designed to minimise impact on and disruption of local road users, particularly those passing by the site entrance on Highgate Road.

As per the stipulations outlined in this document, site operatives will ensure that deliveries are staggered and occur outside of peak times to minimise any impact on road users and nearby residences. Site operatives will also use the track plots outlined within to guide banksmen and other relevant workers in ensuring that deliveries and freight access and egress the site safely.

The monitoring and review practices outlined in this document will ensure that local residents and Camden Council operatives have access to freight and services data and that they can participate in consultation programs to minimise any impact on local highways.